(b) to (d) Further to installation of ACD on Katihar-Guwahati-Dibrugarh-Ledo section of NFR, works for providing ACD in 'Vasco-Hubli-Guntkal-Renigunta', 'Ernakulam-Palghat-Chennai' & 'Banglore-Jolarpettai' sections on three Railways (Southern, South Central and South Western Railway) are presently sanctioned at a cost of Rs. 127.22 Crores. These projects are planned to be completed by March '2010.

The system is planned to be extended in a phased manner over entire Broad Gauge network of Indian Railway.

(e) Yes, Sir. The ACD equipment has been manufactured in India by Konkan Railway Corporation Limited.

Late reaching of accident relief trains

2132. SHRI D.RAJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that most of the time accident relief trains reach accident sites late;

(b) what are the reasons for this relaxed way of reacting to rail accidents;

(c) whether studies have been done on the ways to reduce the time it takes for the first relief train and first relief team to reach accident sites; and

(d) what steps are being taken to ensure that relief trains reach the accident site within the shortest possible time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

(d) Steps taken to ensure timely arrival of Accident Relief Trains (ART) to the accident site include close monitoring of movement of ART by senior officers and giving precedence to ART over all other trains, ensuring availability of diesel engine near locations where ARTs are stationed, progressive realignment and modification of yard layout to ensure double exit of ART, increasing of speed of ART to 100 kilometers per hour, introduction of Self Propelled Accident Relief Trains (SPART) in place of conventional ARTs and conducting of mock drills.

Refurbishing the compartment of Rajdhani trains

2133. SHRI NARESH GUJRAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware that most of the compartments of Rajdhani trains look very drab and dirty; and

(b) what is the current policy in respect of refurbishing the compartments to give them a clean and modern look specially on sectors of tourist interest such as Amritsar?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Indian Railways have always endeavoured to improve upon the standards of amenities and cleanliness and hygiene in coaches. Coaches manufactured to a new technology to world class standards have already been inducted in select Rajdhani and Shatabdi trains. These modern

coaches have aesthetically appealing interiors and better passenger amenities. All Rajdhani/Shatabdi services with the older design of coaches are also planned to be converted to the upgraded design.

Indian Railways have also initiated steps for improving the standards of cleaning and hygiene through intensive Mechanised cleaning during maintenance in the depots & limited mechanized cleaning attention to identified trains at nominated "Clean Train Stations" during the scheduled halt.

An On Board Housekeeping Scheme has also been envisaged for important long distance trains, where frequent cleaning and hygiene attention shall be provided in the coaches on run.

Difficulties in direct movement of goods from India to Bangladesh

2134.SHRI RAHUL BAJAJ: Will the Minister of RAILWAYS be pleased to state the difficulties in direct movement of goods from any place in our country to any place in Bangladesh, without trans-shipment, on the railway network and how are they proposed to be overcome?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): Transshipment in case of a part of India- Bangladesh goods traffic is resorted to because Bangladesh Railway predominantly accepts only vacuum-braked BCX rakes. On the other hand, Indian Railways fleet of BCX wagons is extremely limited because Indian Railways have moved on to air-braked BCN wagons. The limited fleet of BCX wagons can not service India-Bangladesh traffic from the hinterland over very long leads. Therefore, to meet the heavy demand, traffic from far off stations are carried in BCN wagons to the transshipment points situated close to the India-Bangladesh border. Goods are then transshipped into BCX wagons which are moved in circuits with shorter leads between transshipment points and destinations in Bangladesh.

Transshipment of goods can be avoided if Bangladesh Railway freely accepts air- braked stock from Indian Railways.

Agitation for passenger amenities at Shyamacharanpur

†2135. SHRI RUDRA NARAYAN PANY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware that there was an agitation in the month of last May demanding passenger amenities at Shyamacharanpur passenger halt in Dhenkanal district in Orissa under Eastern Coastal Railway;

(b) if so, the details thereof;

(c) whether his Ministry has received any memorandum for the complete development of this passenger waiting room; and

(d) if so, the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Yes, Sir. Dhenkanal Nagrik Manch intimated Khurda Road Division for a proposed rail roko on 14.05.2008

† Original notice of the question was received in Hindi.